

Artiminations.

THE HONGKONG AND WHAMPOA
DOCK CO., LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at the Office of the Company, No. 1, Queen's Buildings, Victoria, in the Colony of Hongkong, on MONDAY, the 21st day of January, 1901, at 12 o'clock NOON, when the undermentioned RESOLUTIONS which were passed at the Extraordinary General Meeting of the Company held on the 31st December, 1900, will be submitted, for confirmation as SPECIAL RESOLUTIONS.

RESOLUTIONS.

1.—That the following Article be inserted after Article 6, namely:—

"6A.—The Directors may issue
"Certificates for fractions of Shares,
"and provide for the Exchange of
"such fractional Certificates amounting to a whole Share."

"Directors may issue fractional"

2.—That in Article 11 the figures "4,000" be substituted for the figures "1,000,"

3.—That the existing Shares in the Capital, namely 12,500 fully paid up Shares of \$125 each, be subdivided into 31,250 fully paid up

4.—That in Article 47 the figures "10,000" be substituted for the figures "2,500."

5.—That in Article 53 the words "Four Thousand" be substituted for the words "One Thousand."

6.—That in Article 62 the words "for every complete additional number of Forty Shares" be substituted for the words "for every com-

7.—That in Article 71 the words "more than
 twelve or less than six" be substituted for
 the words "more than nine or less than four";
 8.—That in Article 73 the words "two hun-
 dred" be substituted for the word "fifty";
 9.—That in Article 96 the words "and
 bonuses" be deleted, and that at the end of
 the same Article there be added the following
 paragraph, namely :
 "The Directors may also, with the
 consent of, and in such manner, and
 upon such conditions, and at such times
 as shall be authorised by Shareholders
 in meeting, employ the Reserves and
 "for the time being, or any part thereof,
 "in the payment of a bonus or bonuses
 "to Shareholders in respect of every
 "Share and fraction of a Share."
 By Order of the Board,
 D. GILLIES, 131c
 Chief Manager. —
 Hongkong, 3rd January, 1901.

DOCK CO., LIMITED.

NOTICE is hereby given that an **EXTRAORDINARY GENERAL MEETING** of the Company will be held at the **OFFICE** of the Company, No. 1, Queen's Buildings, Victoria, in the Colony of Hongkong, on **TUESDAY, the 21st day of January, 1901, at 12.15 o'clock in the afternoon** or so soon afterwards as the **Extraordinary General Meeting** included, when the following **RESOLUTIONS** will be proposed, namely:—

- 1.—That out of the present Reserve Fund amounting to \$900,000 and out of the sum of \$37,500 representing undivided profits, the Directors do pay to every Shareholder a bonus at the rate of \$30 per Share in res-

per of every Share and fraction of a Share which is registered in his name on the 28th day of February, 1901, and that such bonus be, at the option, expressed in writing, of each Shareholder, applicable to the payment of the amount payable by such Shareholder in respect of the taking up by him of his proportion of new Shares under the provisions of the next of these Regulations.

2.—That on the said 28th-day of February, 1901, the Capital be increased from £1,562,300 to £2,500,000 by the issue of 18,750 new fully paid up Shares of £50 each, and that such new Shares be offered at par to every Shareholder who on that date is registered as such in the proportion of three new Shares for every five Shares

of his registered holding on that date, and that if any such Shareholder shall not take up and pay for his said proportion of new Shares before the first day of June, 1900 the Directors may dispose of the proportion of new Shares not so taken up and paid for at such prices (not being less than the par value thereof) and upon such terms as they may in their discretion think fit. The Directors may, however, in their discretion, if the special circumstances of the case appear to them to render such a course desirable in order to obviate hardship to a Shareholder, permit a Shareholder

to take up and pay for the proportion of new Shares to which he would be entitled under this Resolution, notwithstanding that the aforesaid time-limit for doing so, namely the first day of June, 1901, has passed.

3.—That the said new Shares shall rank for dividend and bonus as on and from the first day of January, 1901.

By order of the Board,

D. GILLIES,
Chief Manager.

Hongkong, 3rd January, 1901. [32c]

Auction.

PUBLIC AUCTION.
M^{ESSRS.} HUGHES and HOUGH have
received Instructions from the Owner
to Sell by
PUBLIC AUCTION,
IN ONE LOT,
on
FRIDAY, the 25th day of January, 1901,
at 3 o'clock P.M., at their
SALES ROOMS,
ALL THAT Piece or Parcel of GROUND

ate lying and being at Victoria, in the
ony of Hongkong and registered in the
and Office as INLAND LOT No. 1,096,
ether with the Messuage or Tenement
ctions and Buildings thereon known as
ALDON" BONHAM ROAD, held from the
OWN for a Term of 999 years from the
nd of December, 1898.

of further Particulars and Conditions of
 Messrs. JOHNSON, STOKES
 and MASTER,
 Solicitors for the Vendor,
 or to
 The Auctioneers.
 Hongkong, 2nd January, 1901. [7c.

Today's
Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, on SATURDAY, the 12th January, 1901, Commencing at 2.30 P.M. At his SALES ROOMS, ZETLAND STREET, No. 2, A LARGE QUANTITY OF HOUSEHOLD FURNITURE (Removed from the Peak for convenience). Comprising—
A Complete Suite of Gentlemen's WRITING ROOM FURNITURE, all made of Carved Teakwood to match, BOOK CASE, MIRROR, COUCH, DESK, SILK TAPSTRY CHAIRS, TABLES, &c., &c.
Several very Fine ENGRAVINGS.
Every Description of DRAWING ROOM, DINING ROOM, BED ROOM and HALL FURNITURE, GLASSWARE, CUTLERY, PICTURES, CROCKERY, RATTAN FURNITURE, BATH ROOM REQUISITES, &c., &c.
A Large Quantity of POTS and PLANTS. Catalogues at the Undersigned's.
TERMS of SALE—As per catalogue.
PAUL HREWITT, Auctioneer.
Hongkong, 9th January, 1901. [15c]

PERSEVERANCE LODGE OF
HONGKONG, No. 1465.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 10th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 9th January, 1901. [15c]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"LOONGSANG,"
Captain Weigall, will be despatched as above TO-MORROW, the 10th instant, at Noon. The Steamer has Superior Accommodation for First class passengers, is fitted throughout with Electric Light and carries a Doctor.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 9th January, 1901. [11c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"
Captain Ranch, will be despatched for the above Ports, on FRIDAY, the 11th instant, at 5 A.M.
For Freight or Passage, apply to DOUGLAS LAIRDALE & Co., General Managers.
Hongkong, 9th January, 1901. [47c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship

"HAILOONG,"
above Port, on FRIDAY, the 11th instant, at Noon.
For Freight or Passage, apply to DOUGLAS LAIRDALE & Co., General Managers.
Hongkong, 9th January, 1901. [47c]

NAVIGAZIONE GENERALE ITALIANA,
(Florida and Reddell United Companies).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.
Having connections with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, AND GENOA.
ALSO
VENICE AND TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.
Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA AND MALAGA.

THE Steamship

"BISAGNO."

Captain Maganzini, will be despatched as above on MONDAY, the 14th instant, at Noon. At BOMBAY, the Steamer is discharging in VICTORIA DOCK.
For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.
Hongkong, 9th January, 1901. [48c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's New Steamship

"DIAMANTE,"
Captain Ramsay, will be despatched for the above Port, on MONDAY, the 14th instant, at 5 P.M.
The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 9th January, 1901. [39c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"
Captain Butler, will be despatched as above on TUESDAY, the 15th instant, at Noon.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 9th January, 1901. [42c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 23rd instant, at Daylight.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 9th January, 1900. [47c]

Today's
Advertisements.

THEATRE ROYAL.

CITY HALL.
Ladies and Gentlemen:
Mrs. N. CHESTER, Messrs. A. H. and E. J. POLLARD.
TO-NIGHT!
AND EVERY EVENING.
The first great event in the Colony of the 20th CENTURY.
Under the distinguished Patronage and in the Presence of H.E. SIR HENRY BLAKE, G.C.M.G. and Suite.

POLLARD'S LILLIPUTIAN OPERA Co.

OF 10 PERFORMERS,
IN THE CHARMING JAPANESE OPERA
"THE GEISHA,"
WITH FULL SCENIC, MUSICAL AND LIMELIGHT EFFECTS.
FOR TWO NIGHTS ONLY.
FRIDAY, SATURDAY,
AND
MONDAY,
11th, 12th and 13th January.
For the first time in the Colony, The enormously successful American production,
"THE BELLE OF NEW YORK,"
In Two Acts of Six Scenes.
FOR THREE NIGHTS ONLY.
1st GRAND MATINEE
NEXT SATURDAY AFTERNOON,
"THE BELLE OF NEW YORK,"
At 3.30 P.M.
CHILDREN AND AMATEURS HALF-PRICE.
PLAN at ROBINSON'S. PRICES AS USUAL.
Doors Open at 8 P.M. Overture at 9 sharp.
The Star Ferry Co. has kindly consented to delay the last ferry to 12.15. Arrangements have been made with the Peak Tramway Co. to run a Special Tram a quarter of an hour after the Performance.
A. LEVEY, Business Manager.
A. H. POLLARD, Manager.
Hongkong, 9th January, 1901. [151ab]

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF WONG DOCH SHUI, alias WONG TAK SHAN, FORMERLY OF SAN NING DISTRICT, IN THE PROVINCE OF KWONG TUNG IN THE EMPIRE OF CHINA, BUT LATE OF VICTORIA, BRITISH COLUMBIA, TRADER, Deceased.

NOTICE

has, by virtue of Section 58 of Ordinance No. 3 of 1897, made an Order limiting to the 28th day of FEBRUARY, 1901, for sending in Claims against the above Estate.
All Creditors are hereby required to send their Claims to the Official Administrator.
J. W. NORTON-KYSE, Official Administrator.
[43c]

WANTED.

WANTED about the 25th February, 1901, a Competent EUROPEAN NURSE to take charge of Three Children (aged Four years, Two and a Half years and Ten months, respectively) on voyage to England. Passage and Expenses paid. References required.
Apply by Letter to
27A, Beach Street, Penang.
9th January, 1901. [44c]

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Achilles	Liverpool	Jan. 18th
Adalberto	Portland, &c.	Jan. 15th
Alaska Maru	Foochow	Jan. 16th
Alcinous	London	Feb. 5th
America Maru	San Francisco, &c.	Feb. 7th
Anping Maru	Swatow, &c.	Jan. 23rd
Bavaria	Straits, &c.	Mar. 20th
Benvenue	Japan	Jan. 11th
Bingo Maru	Kobe & Yokohama	Feb. 18th
Bisagno	Singapore, &c.	Jan. 14th
China	San Francisco, &c.	Mar. 12th
Chusan	Europe, &c.	Jan. 19th
City of Peking	San Francisco, &c.	Feb. 14th
City of Rio	San Francisco, &c.	Jan. 22nd
Coptic	San Francisco, &c.	Jan. 20th
Coromandel	Shanghai, &c.	Jan. 19th
Devonshire	New York	Jan. 11th
Diamante	Manila	Jan. 14th
Doric	San Francisco, &c.	Mar. 19th
Emp. China	Vancouver, &c.	Jan. 16th
Emp. India	London	Feb. 13th
Emp. Japan	London	Mar. 13th
Freiburg	Havre, &c.	Feb. 28th
Gaelic	San Francisco, &c.	Feb. 23rd
Goodwin	Victoria, B.C.	Jan. 18th
Guthrie	Sydney, &c.	Jan. 31st
Hailong	Haiphong, &c.	Jan. 11th
Haitan	Swatow, &c.	Jan. 11th
Hamburg	Straits, &c.	Feb. 6th
Hiroshima Maru	Moj, &c.	Jan. 30th
Hitachi Maru	Margelles, &c.	Jan. 11th
Hongkong Maru	San Francisco, &c.	Mar. 2nd
Idumi Maru	Shanghai, &c.	Jan. 23rd
Japan	London	Jan. 12th
Kailong	Cebu & Iloilo	Jan. 12th
Kasuga Maru	Japan	Jan. 18th
Kawachi Maru	Kobe & Yokohama	Jan. 18th
Kinutshou	Straits, &c.	Mar. 6th
Koning Albert	Straits, &c.	April 17th
Kumsang	Singapore, &c.	Jan. 15th
Loongsang	Manila	Jan. 10th
Nippon Maru	San Francisco, &c.	Jan. 12th
Nordenfjeld	Havre, &c.	Jan. 12th
Olympia	Victoria, B.C.	Feb. 1st
Polarstjerne	New York	Jan. 31st
Preussen	Straits, &c.	Jan. 23rd
Prinz Heinrich	Straits, &c.	May 1st
Prinz Irene	Straits, &c.	May 15th
R. Morrow	New York	Ok. desp.
Rhipes	London	Jan. 22nd
Sachsen	Straits, &c.	Feb. 20th
Sambila	Havre, &c.	Jan. 22nd
Shanghai	Shanghai, &c.	Jan. 15th
Sibiria	Havre, &c.	Feb. 18th
Silesia	Havre, &c.	Feb. 9th
Stuttgart	Straits, &c.	April 3rd
Tacoma	Victoria, B.C.	Mar. 1st
Tamui Maru	Swatow, &c.	Jan. 13th
Wakasa Maru	Margelles, &c.	Jan. 25th
Yawata Maru	Sydney, &c.	Jan. 25th
Yuensang	Manila	Jan. 11th

Intimations.

EYE-SIGHT.

MR. N. LAZARUS,
Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. ROUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL).
Business hours—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of Eye Strain ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.
ADVICE FREE. [145b]

A. S. WATSON & Co., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1847.

CLARETS.

B ST. ESTEPHE, Red Capsule	6.96	7.56
C ST. JULIEN, Red Capsule	9.00	9.60
D LA ROSE, Red Capsule	12.96	13.92
CHATEAU HAUT BRION LAR-		
RIVET	18.60	19.20
CHATEAU MOUTAN D'ARMAIL-		
HACQ	21.00	22.20
CHATEAU PONTET CARNET	25.00	—
CHATEAU LA TOUR CARNET	30.00	—
CHATEAU RAUZAN	42.00	—
CHATEAU LAFITTE	48.00	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made.

Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAFITTE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

BIRTH.

On the 27th December, at Kuala Lumpur, the wife of JACK ROCHFORD, of a daughter.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JANUARY 9, 1901.

NOTES AND COMMENTS.

A Suggestion.

We have now in Hongkong the horses of the Bengal Lancers, the Siege Train bullocks and a large number of transport mules which are producing a considerable amount of very valuable manure. It would be interesting to know what is being done with this. Is it simply allowed to rot or is it being put to any useful purpose?

The method of manuring adopted by the Chinese is two well known to need description, and that it is apt to prove of danger to public health by the spread of typhoid and other germs which are easily carried in vegetables used as raw salads is beyond dispute. Hitherto there has been no other class of manure available in sufficient quantity to allow of any great departure from the Chinese system, but now matters have altered.

Could not the Sanitary Board or the Botanical Department take the matter in hand, and try to induce a certain number of our market gardeners to use the manure which is now, presumably, being wasted? We feel certain that the quality of the vegetables grown would be improved, and they would soon gain a reputation amongst the European residents of the Colony. Then too, if cattle breeding, as we hope it will do, becomes an industry in the New Territory, a supply of manure would be available for the troops, with their horses, mules and bullocks, have departed, and we could still have vegetables grown after the British fashion.

The Navigation of the Yangtze.

The loss of the German steamer *Sui Hsing* on her first voyage up the Yangtze, deplorable as it is in itself, will probably do more towards bringing about the improvement of that river than would ten years' successful avoidance of its many dangers by a fleet of as many steamers. Had no accident taken place, in all probability, nobody would have taken any very deep interest in the improvement of the river, by the removal of rocks and other menaces to safe navigation. Now, however, a valuable steamer has come to grief and it is only reasonable to suppose that her owners, as well as other Yangtze traders, many of whom will doubtless follow the lead taken by Mr. LUTTRE with his *Pinner*, will agitate for either the Chinese Government or the Imperial Maritime Customs taking the matter in hand. A step in this direction has already been taken by the German Association on Treaty Revision at Shanghai, who, in forwarding suggestions to the German Consul-General at that port, pointed out the necessity for something being done to improve the waterways of China. The loss of the *Sui Hsing* will undoubtedly strengthen the hands of the Association on so far as the Yangtze is concerned and will, we trust, lead to some attempt being made to remove existing dangers.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.

SEVENTEEN OF GENERAL KNOX'S FORCE KILLED.

UNEASINESS AT CAPETOWN.

London, January 7th.

General Lord Kitchener reports that a detachment of 120 men of General Knox's force came in contact near Lindley with a superior number of the enemy, and Col. Laing, two officers and fifteen men were killed and two officers and twenty men wounded.

The uncertainty of the whereabouts of the invaders is causing uneasiness in Capetown, the approaches to which are guarded by artillery.

WEATHER REPORT.

The Observatory report says:—

On the 9th at 11.55 a.m. the barometer has risen slightly in S. China and over the Philippines. Pressure remains high over N. China with slight to moderate gradients and fresh monsoon on the coast, and in the N. part of the China Sea. Forecast—Fresh N.E. winds; fair.

LOCAL AND GENERAL.

A NURSE, to take charge of children on the voyage home, is advertised for Penang.

All claims against the estate of the late Wong Doch Shui should be sent in to the Official Administrator before the 28th February next.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—
Li Chia Fan, \$50.

Mr. Chadwick Kew, who unfortunately broke his ankle yesterday at football, is now at his residence, and is, we are glad to hear, progressing as favourably as can be expected. He is suffering, we are informed, from a fractured fibula.

To all appearances photography is becoming more popular in Hongkong. A stroll down Queen's Road of a morning or afternoon generally brings to light two or three snap-shooters, and on Sundays the camera is much in evidence. There has been such a demand for Kodak films of late that the dealers have sold out. By the way, what has become of the Photographic section of the Odd Volume Society?

We are pleased to note that the transplantation of the large banyan trees along the widened portion of Queen's Road shows signs of proving a successful undertaking. Might we suggest, however, that an ordinary garden syringe is hardly equal to the task of thoroughly damping the straw bindings in which the huge cuttings are now enveloped. Surely the purchase of a garden engine would not ruin the Afforestation department!

The widening of Queen's Road from the City to the end of the Naval Yard Extension is mainly a step in the right direction, but even so it has its drawbacks. Rickshaws and other vehicles frequently cause a semi-block at the where the road narrows once more and, on any day, such as a race day, this sudden reduction of width will be acutely felt. What a it is that when the town was first laid out, a road space was not allowed for!

LOONIES are particularly grateful to the own Company's staff in general, and to Osborne in particular, for having walked to Godown unaided. But mere mortals are satisfied, and they are now complaining saying that when the job was taken in hand it had been thoroughly carried out and a formidable smell walked up as well. The is particularly strong just now in Chater.

Even the Siege Train bullocks have to be spurred to drag their guns through it.

The local Manager of the Equitable Assurance Society of the United States has just the following telegram from the Head Office:—

Being the preliminary figures of the 35th Annual Statement for 1900—
Assurances written during 1900—G\$205 million
Ending Assurance on 31st December 1900—G\$110 million
on 31st Dec. 1900—G\$100 million
on 31st Dec. 1900—G\$63 million
Figures show an enormous increase in the business.

COMMANDER L. G. TUFNELL is assuming active command of the *Canopus*, in place of Captain Fawkes, ordered home to the Admiralty. It was Commander Tufnell who invented the system of instructing signalmen which obviates the necessity of using full-sized flags, and ten years ago the improved method was adopted by the Admiralty.

We shall be curious to learn the outcome of the report we published last night, taken from the *N. C. D. News*, as to the action of the Consular Body in demanding the restitution of the Reformer who was illegally arrested in Shanghai on the 22nd ult. We suppose that the negotiations with the Taotai will be lengthy, as usual, and in the meantime Kung Chao, the kidnapped man, will probably be spirited out of Shanghai, and his whereabouts "unknown" to the Chinese officials.

POLLARD'S LILLIPUTIANS.

To-night the Pollard's start their season at the Theatre Royal with "The Geisha" under the distinguished patronage and in the presence of H.E. Sir Henry Blake, G.C.M.G., and suite. Next Friday the much spoken of "Belle of New York" will be produced for the first time in Hongkong. Next Saturday afternoon at 3.30 p.m. a grand matinee of the "Belle of New York" will be given, when children and their nurses will be admitted at half price to all parts of the Theatre. Parents should take advantage of this to give their little ones a treat. Plans at Robinson Piano Co., where it is advisable to book at once to save disappointment.

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

An Extraordinary General Meeting of the Company was held at the Company's Office, No. 4, Leeder Street, at 11.30 this morning. Mr. C. W. Dickson (Chairman), occupied the chair, and the others present were the Hon. C. P. Chater, G.C.M.G., Hon. R. M. Gray, Mr. A. Haupt (Consulting Committee), Messrs. J. McKie (Secretary), T. F. Hough, A. Shaw, C. Byrnes, Ho Yook, Ho U. Shang, Chan Chan Nam, Shui Woon, Chan Ku, Au Lun, and Ah Kee.

The Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen, this Meeting is called, in accordance with the Company's Articles of Association, for the purpose of confirming, or otherwise, the special resolution passed, at an extraordinary general meeting, on the 22nd of last month. At that meeting, the Chairman fully explained the reasons for the resolution, and I have, therefore, only formally to propose "That the following resolution passed at an extraordinary general meeting of the Company, on the 22nd of December, 1900, be and is hereby confirmed."

That the following Section be substituted for Section 2 of Article XVI, namely:—

"2. The General Managers may from time to time advance and lend for the purposes of the Company such moneys as they may think necessary or desirable, at such rate of interest, and upon such terms as they may think fit, but so that the total amount for the time being so advanced and lent shall not at any one time exceed the sum of Two Millions of Dollars. All advances and loans which up to the date hereof have been made by the General Managers are hereby agreed to and confirmed, and shall be deemed to be, and shall be part of and included in the said sum of Two Millions of Dollars and as security for the said sum of Two Millions of Dollars and every part thereof the General Managers may from time to time mortgage or charge, or any or either or any part or part of the Company's Property, Lands, Stock-in-trade, Machinery, Goods, Chattels and Effects."

Mr. Hough seconded and the motion was carried unanimously.

The Chairman:—That is all the business. I am much obliged for your attendance.

THE GREAT EASTERN AND CALEDONIAN GOLD MINING CO.

We are informed by the Agents of the Great Eastern and Caledonian Gold Mining Company Ltd. (Messrs. Lütgens, Elsmann & Co.) that the meeting of Shareholders it was proposed to call some time this month has been indefinitely postponed in consequence of a more favorable report having been received from the Manager on the prospects of one portion of the Mount Macdonald property. A trial crushing at the Company's battery of 21 tons of stone taken by the owners of an adjoining claim from ground at a distance of only 12 feet from the Company's boundary, yielded to a loss of retained gold. As the reef runs in the direction of the Caledonian shaft, Mr. Bonicke recommends an expenditure of £200 in prospecting for this reef, which has been sanctioned by the Board. The letter relating to the above can be seen by Shareholders with other reports from the Manager, at the Company's office.

THE COMING RACES.

Training for the spring meeting is now in full swing at Happy Valley, but as yet a deal of work requires to be done before it will be possible to judge with anything like accuracy of the merits of the respective animals. A good many sportsmen turned up at the course this morning. H.E. the Governor, accompanied by Miss Blake, put in an appearance, and amongst others we noted the Hon. C. P. Chater, Colonel The O'Gorman, Messrs. David Gillies, Potts, J. McKie and the Hon. F. H. May.

Some of the new waters seem to be in pretty fair condition after their voyage, but others will evidently require much care and attention before they can be considered to be in form. There are some fine animals amongst them, and if all goes well there are not too many breakdowns in the training, some pretty sport should result. It was interesting to note the difference in the galloping of the two classes. The sturdy little China ponies thronged along with their short legs going like those of a rather plump pug, while the "waters" stretched out in a fine long stride which gave much more impression of speed than that of their smaller cousins. As there will be practically no griffins this year, having the Chinese ponies, the different animals will nearly all be old fellows whose qualities and performances are pretty well known. As for the waters, they must necessarily excite a deal of interest, for no Australian horse has appeared on the Hongkong course since 1877, when Claymore won the German Cup. There will probably be about thirty-five running.

The course was in fine condition this morning, the drizzle of the last few days having softened it a little and made it somewhat less like a boiler plate. If only the same conditions prevail for a few weeks the going should be all that can be desired. Both the training course proper and in 1901 this morning.

BOXING.

RILEY V. MUSTOE FOR THE CHAMPIONSHIP OF THE EAST.

Mustoe Victorious.

The Theatre Royal, City Hall, was crowded almost to excess last night to witness this, the most important boxing contest that has yet taken place in Hongkong. His Excellency The Governor (Sir Henry A. Blake, G.C.M.G.) was amongst those present, arriving just previous to the championship contest, and the condition of the match must have been very gratifying to Mr. J. H. Downs, who managed the arrangements. The championship was to be decided by twenty rounds of two minutes each between Roger Mustoe, gunner on board H.M.S. *Barfleur*, heavy-weight champion of the Army and Navy, and Joe Riley, of U.S.A., champion of Hongkong, for the championship of the Far East and a purse of \$500, the contest to be boxed under Marquis of Queensberry Rules. Four preliminary bouts preceded the championship engagement, the details of which exhibition rounds will be given below. Just following the preliminary bouts, Mr. J. B. Waters, who acted as referee for those bouts

was equal to his opponent, though his build and weight appeared considerably below the class of Knottman. They were both very clever at the "noble art."

A noticeable feature of the evening's entertainment was the urgent and repeated requests and demands by Mr. Waters to the audience to stop smoking. The stage was packed to overflowing and Mr. Waters nearly went the length of ordering the audience to "put that cigar out." He made this request in one instance to a man in the pit, and his strenuous endeavours for the welfare of the boxes were highly commendable, though at the same time highly amusing. How could the bulk of the audience be expected, however, to leave the fragrant weed, when they were only following the example of the military and naval officers who were on the stage?

Our Sporting Contributor writes as follows:—

It is needless to add to your report to-night on yesterday's fight, that there is a divergence of opinion on the decision given by the referee. Mr. Bailey is too well known in boxing circles to admit of any of those gross insinuations which were current after last night's contest being received with anything like credence. In my humble opinion I certainly must state that, with all deference to either side, but, and it is a great but—why, I ask, did he not proclaim the fight a draw?

Recapitulating your descriptive report, Muscoe fouled in the first round when Riley was on his knees. In the third round Muscoe "hipped" his man as he would do in a wrestling match. For the fourth round, Muscoe was carried to his corner out of sheer inability to walk there, and had not Riley's seconds, energetic as they were, omitted to perform their duties, the struggle would have ended.

I maintain therefore that Riley was a three-fold winner, had it not been that the referee, through undue excitement, had, in ring parlance, lost his nut and found, to his own discomfort, that he had a task in front of him which no referee has had yet in the Colony.

Apart from any detailed opinion, I must say that on all points Riley was the winner, and I am inclined to think that Muscoe knows it.

Inter alia. I have no wish to pose as one who would dispute the decision of a referee so capable as Mr. Bailey, but I am compelled to point out to that gentleman that it suggests a scant knowledge of the game to have to enquire where and when the principals should shake hands. That, however, is a very frivolous point to raise.

If a principal is off his feet and his opponent strikes or pinns to the floor, is that a foul? If a principal is deliberately thrown, or I should say tripped, when the referee is in the house, thinking of course that the man had been knocked down, and abetted the referee's want of knowledge, is that a foul?

Again let me remind the official timekeeper that a difference of a fifth of a second means everything to a pugilist who is arrested by the shout of time, just as he is about to deal a blow that would undoubtedly finish his man.

I have seen both men to-day and the struggle will, I think, be repeated within the next ten days.

I am authorised to state in your columns that from a sporting point of view neither man is satisfied because it was not a knock out, and both are anxious to meet immediately and I may add that Mr. A. H. Pollard has offered the free use of the City Hall, while it is engaged for his Company, any afternoon they may decide upon for renewing each other's acquaintance.

FIRE.

NARROW ESCAPE OF POLICE.

A fire broke out at about one o'clock this morning at the piece goods shop No. 39, Wing Lok Street. The central Fire Brigade were soon on the scene, in charge of Inspector Robertson, and they did their best to get the flames under. However, the fire spread through the shop and the brigade had to turn its attention to keeping the fire confined to its original birthplace. The shop was completely gutted. The premises are insured in Messrs. Siemens and Co. for \$1,000 and in the British Marine Insurance Co. for \$5,000, which total of \$6,000 probably represents the damage. The origin of outbreak seems to be that one of the shopmen went to the top floor to light a kerosene lamp. The lamp appears to have been turned up too high, and when the man who lit the lamp got downstairs, the place was in a blaze.

An unpleasant occurrence in connection with the fire was the falling in of the roof whilst the police were hunting which went near to making the fire the scene of a fatal accident. Inspector McNab and Sergeant Garrud went through the place after the flames had been extinguished and commencing at the top floor, they made an examination of everything. They descended to the bottom and when making their exit from the cookhouse into the street and whilst in one of the ground floor rooms, the two men were surprised to hear a rumbling noise. The Sergeant was in front and Inspector McNab, thinking that a collapse was coming, seized hold of Sergeant Garrud and was drawing him back into the cookhouse when the roof of the room into which they had just entered fell down. The first floor roof had collapsed and fallen through the ground floor roof. A large beam dropped on to Sergeant Garrud's leg and pinned him to the ground. The Inspector escaped with some bruises and other slight injuries caused by the falling debris. The Sergeant was lying there in some inches of water, with the beam pinning him to the ground, and with about ten feet of debris on top of the beam. The latter had to be sawn away, before the unfortunate man could be released, and he was conveyed to the hospital at once, with some injuries to his ankle.

Inspector McNab and Sergeant Garrud, though they have not got out of the hospital, congratulate themselves on a lucky escape, as if they had only gone a little further into the room, they would undoubtedly have been crushed by the mass of mortar and bricks which fell with the roof.

AT THE MAGISTRACY.

QUARANTINE.

The master of the S.S. *Kunwang* was charged before Mr. Kemp this morning with neglecting to fly a quarantine flag after arriving from Singapore, where infectious disease is prevalent.

The defendant pleaded guilty and His Worship imposed a fine of \$200 or six months.

The fine was paid.

STEALING.

Kwok Kai, hawker of Hollywood Road, was charged before Mr. Hazeldine this morning with stealing 48 glass lamp shades and 48 burners, value \$12, the property of Lo Chik, of Wellington Street.

The defendant was seen coming out of the complainant's store in Pung Wa Lane yesterday with a basket, containing the stolen articles, on his shoulder.

On being asked what he had been told to carry the things, he was a cooie.

His Worship sentenced him to six weeks' hard labour for the offence.

THE WRECK OF THE S.S. "SUI HSANG."

For months, even years, residents in the West of China have looked forward with great hopes to the steam navigation of the Upper Yangtze, thinking that the dangers and risks of the present communication by junk would be considerably lessened; few, if any, anticipated such a terrible shattering of our hopes, as we had on Thursday last, the 27th inst., when Rickmers' paddle steamer *Sui Hsiang*, Captain Breinig, bound for Chungking, was totally wrecked in the Tung Sing rapid immediately east of the Niu Kan gorge.

The journey as far as I-chang was accomplished in safety, notwithstanding a few adventures by the way. The steering capacity of the steamer was not satisfactory, for when in shallow water she would rush for the shore, one of the engines having to be stopped and reversed before she would straighten again; this did not augur well for her successful navigation of the Upper Yangtze. The river above I-chang for the most part runs in a narrow deep channel which is very dangerous owing to rocky promontories jutting into the stream and rocks in the centre, generally covered in high water; round these rocks and promontories runs a fierce current; to avoid these rocks and stem this current was the task which the *Sui Hsiang* had allotted her.

The builders had fitted her with two compound engines, each working independently, having 1,000 horse power and capable of steaming 16 knots. She was 182 feet long and 60 feet wide over the paddle boxes, drawing 6 feet over and 6 ft. 6 in. at an even speed of 14 knots.

On arrival at I-chang two pilots were taken to assist the one who had been in training for some months. One of these was the pilot of the steam launch *Ti Chuan*, the first steam vessel to ascend the Upper Yangtze. Besides these, twelve of a special crew were taken on board to help at dangerous places. Most of these men were native junk pilots who engaged for this work owing to the present slackness of business above I-chang.

Doubts as to the possibility of the steamer getting over the Tung Sing rapid, called *Tung Sing* on the maps, at this season of the year, were expressed by some foreigners who had already ascended the river, and at I-chang several native pilots said that owing to the tortuous rocky channel in the Tung Sing at the present low water, the steamer could not reach Chungking. Opinions differed as to the depth of water on the rocks, some said 4 ft., others 7 or 8 ft.; anyhow the captain decided to attempt the journey. Accordingly preparations were made and we left I-chang at 10 minutes past seven on Thursday, the 27th inst.

The morning was wet, but nearly everyone was on deck to watch her progress through waters seldom disturbed by a steamer. It was a new experience to steam at ten miles an hour up the I-chang gorge, through which in past days we had to slowly crawl in native junks. By 8.45 we were through the gorge at Nan T'ao, 12 miles from I-chang, and here three of the chief Customs staff who had accompanied us thus far left us. Ten o'clock saw us at the Ta Tung rapid, the first of any importance.

The steamer faced the stream magnificently, and seemed to steer well notwithstanding cross currents as she reached the top of the rapid she slowed somewhat, but continued to make good progress and all were hopeful of her power to overcome the difficulties of the rapid current. After leaving Nan T'ao the vessel was distributed in the cabins; many smiled and several remarked that this looked rather ominous so early in the trip, but a few hours later we were most thankful for this piece of foresight. By 10.45 we were close to the entrance of the Niu Kan gorge and here the ship dropped anchor in over 6 fathoms of water, so that the Tung Sing rapid just above might be examined. We had thus come over 40 miles in less than four hours, a journey which often has taken as many days by native boat, and hopes were great of a quick trip to Chungking. The ship's boat was lowered, the first officer and one or two of the pilots went off to survey the rapid, while several of the passengers went on shore in a local sampan to see the entrance to the Gorge.

At this point we have one of the finest views on the river, the great precipitous cliffs of the Niu Kan gorge through which the river flows, and the surrounding mountains present a picture, the grandness of which is hard to surpass. Immediately below the Gorge a great rock stands in mid stream, and to the north of this rock lies the main channel, but this is broken by a ridge of submerged rock jutting out from the north bank of the river; over these the water flows, forming what is known as the Tung Sing rapid. The current, though not so strong as at some of the longer rapids, rushes in great force from the centre rock to the sunken ones, making navigation extremely dangerous. Indeed there is a proverb to the effect that the "Chin" and the "Ye" may not be considered as rapids but the Tung Sing is the "Devil's Gate." There is a deep though narrow channel (said to be only 25 or 35 feet wide) close to this centre rock, and a shallow one near the north bank through which pass the junks proceeding up river. It was through this deep channel that a steamer's course would be, but how far the ridge of hidden rocks extended into the channel, and how much water was on them were unknown quantities, and to find this out was the object of the First Officer. Some who went ashore were told by the sampan men that there were only two feet of water on the rocks, indeed it was so little that the large native junks bound down stream at this season trip their cargo of their other end of the gorge, and send it down by small boats, so as to cross the Chin or Hsin Rapid and the Tung Sing drawing little water.

The First Officer returned to the ship having examined the rapid, though the extent of the rocks and the depth of water over them could not have been fully made out. It was decided to take on a local pilot for the rapid. This man at first objected to take the ship through, fearing he would suffer at the hands of his fellow pilots, for taking a steamer up river, but an appeal was made to the captain of the native sampan station at the bottom of the rapid; finally he came on board and we weighed anchor at 12.25 p.m. and attempted to go through the rapid.

"The ship made for the end of the centre rock and tried to turn into the channel, but did not steer well. The Captain called to the engine room to give all the power possible and immediately afterwards, 12.30 p.m., driven by the current, she struck the ridge of submerged rocks in the forward starboard coal bunker, injuring it—she took two compartments. The force of the shock rolled her over, though to no great extent. Full speed astern" was the order from the bridge, but she failed to move for one or two minutes and at last the report was "all safe in the engine room."

When she got off she made again for the main channel at full speed ahead, then an attempt was made to reach the North bank. The ship being below the rocks, the anchor was dropped, failing to hold, the ship swung round with the current to the south and an attempt seemed to be made to beach her astern, but this was impossible, owing to the steep banks on either side. For some minutes we were hardly aware of the extreme danger, but the fore part of the ship began to sink.

a call was made for the local lifeboats, of which there were four, fortunately more than usual. These at once put off to us. The ship's starboard small boat was lowered and on reaching the water the engines went ahead, capsizing her and drowning four men; one man held to the tacking and was saved. The port boat was also lowered, filled with members of the crew and other Chinese and ultimately reached land. By this time two of the local lifeboats had arrived and were immediately crowded with the Chinese passengers; shortly after two more came, and it now became evident there was no hope of saving the steamer, so several foreign passengers, the first engineer, a second mate succeeded in jumping into 1-se boats from the stern starboard side which was then over 6 feet above the water; the captain also attempted to get on board the last of these boats but by that time the boat was too far off the ship. While these boats were landing their passengers the steamer continued to drift down stream, her head sinking deeper and deeper, and while at an angle of about 20 degrees seemed to hang for a few minutes. At this time the Captain said to Bishop Cassels and Mr. Wigham, "Jump for your lives, gentlemen; the vessel will sink in a minute; this they did, the captain doing the same shortly after."

Having landed their passengers, the lifeboats followed the steamer to try and save others. Bishop Cassels and Mr. Wigham, who were floating in the river, their life belts supporting them, were the first picked up; the captain, after swimming some time, sank, having no life belt. Most of those remaining on the ship were able to get on the boats, but just before they left, the water began to pour into the engine room from the top and she sank more rapidly until at last she was perfectly upright in the water, then precisely at one o'clock, half past four, the steamer disappeared to her doom in the depths beneath, the hissing of steam and explosion of the air boiler as she entered the water, sounding like thunder to us over a mile away. One foreigner was carried down with her, but being a good swimmer rose to the surface and was picked up; another who was on her rudder when she sank went to the boats; a few Chinese also went down with the ship, some of whom were saved. How many natives were lost is not known at the time of writing, but all the foreigners with the exception of the captain are safe.

The awful sight of this fine steamer, which only an hour before had proudly stemmed the stream, sinking headlong with some foreign passengers and several of the crew still clinging to her stern was something never to be forgotten, and a picture that will haunt one's dreams for years to come. Those who have seen photographs of the sinking of H.M.S. *Victoria*, can form a very clear idea of the fate of the German steamer *Sui Hsiang* in the Upper waters of the Yangtze. Shortly after she went down, the river showed no trace of her whereabouts; not even a ripple disturbed the stream where she sank; a white life buoy moving slowly round with the current, was the only evidence of the great boat. Who would have imagined she would disappear so completely?

Being amongst those who were saved in the first trips of the life-boats, I, with one or two others, hurried along the shore to gain tidings of those rescued as she sunk and found most of them in a little hut on the bank; some were suffering much from the cold and immersion, having little clothing and that wet, those who had dry things shared with those who had none. Near the hut two boats were tied up that had transported goods over the rapid, one of them was engaged to convey some of the survivors to I-chang; 27 foreigners and a number of Chinese were able to get on the boat and started for I-chang at 2.30 p.m. Several of the Chinese and foreign passengers and crew who had landed higher up stream, failing to find a boat had to remain in the neighbourhood for the night.

Shortly after 9 p.m. the boat reached the Customs station at Shan Pan, 10 miles from I-chang, the officer in charge shared his clothing, food and fire with the sufferers and sent a small boat ahead with the news, asking the help of the Commissioner of Customs.

It was after 1 a.m. before the boat reached I-chang, and by that time the Customs officials and Captain Blunt of H.M.S. *Est* had made preparation to receive the boatload of survivors, providing fire, bedding, food and clothing. It was a sad, bedraggled shivering crowd that arrived at the Customs post on the early morning of Friday; men in nothing but their underclothing, bare head and bare footed, Bishop Cassels in a shirt and a borrowed overcoat, Mr. Wigham in a similar condition; others with only a little wet Chinese clothing, all very cold and hungry, having had little or nothing since breakfast time the previous day. The Commissioner, Mr. Maze and Captain Blunt, started off in the launch of the *Est* shortly after 3 a.m. with provisions, clothing and bedding for those left behind. All of us who reached I-chang are deeply indebted to the Customs officials, the Commander of H.M.S. *Est* and Captain Mory of the S.S. *Yuen* for the kindness and liberality with which they cared for us; they have our most sincere and grateful thanks.

The launch returned on Friday afternoon with the remainder of the foreigners, with the exception of the First Officer who stayed behind to care for his crew, and when I left I-chang he had not arrived. The loss of the *Sui Hsiang* was a total one, the passengers, officers and crew, saving nothing but the clothes they had on, some of them not that, for they stripped to swim. It is a sad ending to an enterprise of which there were high hopes; it was thought at last the great barrier of difficulty of communication between Szechuan and the East was to be swept away, but now these hopes are gone, the dangers and risks seem greater than ever, and even should the steamer make another attempt, there would be a good deal of hesitation about travelling by her.

But for the life boats, which performed such a great service for us, there would have been few alive to-day to tell the tale; they averted a more awful catastrophe. There is little if anything to complain of the promptitude with which they came to our rescue, and we trust something may be done to see that they are properly rewarded. The captain of the native gunboat did nothing whatever to aid us.

Steamer enterprise on the Upper Yangtze has received a serious reverse, and no fear of other attempts will be made until something is done to make the river more navigable; still we have hopes that the no distant future will see some enterprise on foot, to bring the rich province of Szechuan into closer contact with the East.—R. V. DAVISON, in the *Shanghai Mercury*.

THE POLICING OF PEKING.

The following rules have been drawn up by an International Committee, appointed by the General Officer Commanding at Peking, to consider how far police arrangements in Peking can be simplified and unified. They will come into force in the British quarters of the City from this date.

If any foreigner, soldier or civilian, misbehaves himself in any quarter of the city he is to be arrested and sent to the nearest police post in that quarter for custody. A letter will then be sent to the Chief of Police of the prisoner's nationality, who will send an escort for him. The prisoner will then be handed over with a written charge and the names of witnesses in the case.

At each central police post a register will be kept, in which will be written all charges against foreigners, and the names of witnesses, to facilitate further references. Soldiers and Camp Followers are not to leave their own quarters of the city without a passport, except to walk along the city walls or to traverse one of the principal streets named in a published list, which are to be regarded as international routes.

With reference to the passport required under rule III, one of an international pattern has been prepared and will be issued to all concerned.

The Chinese are to be allowed to pass freely in any direction and are not to be impressed on the main roads above mentioned; even by the troops of those quarters through which the roads run. Nor should Chinese be searched at the gates between the Chinese and the Tartar Cities.—P. & T. Times.

THE LOOTING OF TSANG-CHOW.

A letter from a correspondent in Peking, dated the 20th of last month and published in the *Universal Gazette*, speaks of the sacking of the city of Tsang-chow by a body of foreign troops. This place, we are told, is outside the sphere of foreign control, according to the maps drawn up by the order of Count von Waldersee. Accordingly a large number of Chinese soldiers, together with many officials and people from other districts, had taken up temporary residence there. Not long since a body of foreign soldiers (nationally not mentioned) entered the place and made a clean sweep of everything of value which it contained. The inhabitants, both soldiers and civilians, had no resource but to flee into hiding. (It was near this city that the encounter with the forces of General Mei took place).—*Mercury*.

FOOCHOW NOTES.

FOOCHOW, December 29th.

H.M.S. *Mohawk* left Pagoda on the 27th inst. under orders for home. She was to drop down to Sharp Peak and go to sea the following day for gun practice, but not leave the port finally until the arrival of the *Britannia*. The Venerable Archdeacon Wolfe, having so far recovered from a somewhat serious illness as to be able to travel, left on Monday last per S.S. *Hsing Yu* for Shanghai en route for America. He was accompanied by Mrs. Wolfe and their youngest daughter. We understand that he is to be absent eight months, at the end of which time we trust we may see him back thoroughly restored to health and strength to resume his work.

The Hockey match of last Saturday, "the Ladies of Foochow" v. "Boys under sixteen" attracted a great many on-lookers in spite of the cold, wind blowing at the time. Our reporter was unfortunately away for the holidays, otherwise we might have had a most diverting account for the game was full of amusing incidents. The quickness of some of the smallest of the "Boys" team fairly non-plussed the ladies and obliged them to use their utmost exertions to hold their own at all. The skirts of the fair ones appeared to be terribly in the way. A lady bearing down on a little fellow, who momentarily had the ball all to himself, fairly enveloped him with her skirt and by the time he was unbound the ball was at the other end of the ground. It was a fast and exciting game and ended in each side scoring a goal.

Beyond what we have read in the papers about the siege of Peking, we have had the opportunity of late of learning the personal experiences of some of the besieged. First we had Mr. Von Kautsky, Deputy Commissioner of Customs, and we have now with us Mr. Clarke Thornhill of the Diplomatic Service, and Miss Lambert, the lady nurse of the hospital connected with the legations. It will appear to most of those who have listened to them, we think, that the outside world was far more apprehensive of their impending danger than they were themselves. As they did not know what we knew, that relief would be so slow in coming, they were buoyed up each day by the thought that to-morrow must bring it, while their minds and hands were all so fully occupied with their novel daily duties, which in most cases meant hard work, that they could scarcely have had time to dwell on the fact that they were prisoners, or trouble themselves overmuch about the possible fate of the world. When we think of our own position of the greatest anxiety to meet some of those who were present. Our thoughts travelled fast as we conversed with them of all they had undergone, and passed on to our admiration of their calm courage. We rejoiced to notice that they were not as we expected to see them, but shadows of their former selves; horse and mule flesh evidently not unwholesome.

The Rev. G. S. Miner of the Methodist Episcopal Mission, left with his family on Thursday last per S.S. *Akashi Maru*, on twelve months furlough. Mr. Miner had worked well in the interests of his Mission for nine years, without change and is well entitled to a spell of rest. Of late years he has been inspector of schools and had, we understand, no less than 250, scattered about in the district, under his supervision. His two young sons will be missed in our games of hockey.—*Echo*.

NOTANDA.

CALENDAR.

JANUARY.
Meteorological means based on fifteen years' observations to 1898.
Barometer..... 30.159
Thermometer..... 59.7
Humidity..... 74
Rainfall..... 1.545

TO-DAY.

WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer..... 30.16 30.68
Thermometer..... 63 63
Humidity..... 75 77
Rainfall..... 75 77

TO-DAY.

Wednesday, 9th January, 1901.
Chinese—10th of 11th moon of 26th year of Kwang-si.
Sun—Rises..... 6hr. 43min.
Sets..... 5hr. 29min.
High water—Afternoon..... 4hr. 40min.
Morning..... 11hr. 10min.
Low water—Morning..... 6hr. 10min.
Afternoon..... 5hr. 43min.

ANNIVERSARIES.

1869—Murder of Mr. Holworthy at the Peak.
1873—Marriage of the Mikado.
1883—Emperor Napoleon died at Chiselhurst.
1888—Admiralty Dock at Kowloon first opened.
1898—River steamer *Kiangning* sunk at Shanghai.

TO-MORROW.
Thursday, 10th January, 1901.
Chinese—20th of 11th moon of 26th year of Kwang-si.
Sun—Rises..... 6hr. 44min.
Sets..... 5hr. 30min.
Moon—in Equator 9hr. a.m.
High water—Afternoon..... 4hr. 17min.
Morning..... 11hr. 43min.
Low water—Morning..... 6hr. 10min.
Afternoon..... 5hr. 43min.

ANNIVERSARIES.
1839—The Canton authorities forbid the conveyance of opium between Lintin and Whampoa.
1840—Penny Post instituted.
1897—The yacht *Active* run down by a junk in the harbour.
1898—Major Esterhazy acquitted.

AGENDA.

TO-DAY.

9 p.m.—The Pollard's Lilliputians at the Theatre Royal.
Cargo ex *Sado Maru* subject to rent.

TO-MORROW.

Cargo ex *Peninsular* subject to rent.
FRIDAY, 11th.
Steamer *Devonshire* leaves for New York via Suez Canal.
C. N. Co.'s steamer *Benvenue* leaves for Nagasaki, Kobe and Yokohama.
4 p.m.—C. N. Co.'s steamer *Yuen-sang* leaves for Manila.
Daylight—N. Y. K. steamer *Hitchi Maru* leaves for Marseilles, London and Antwerp, via Singapore, Penang, Colombo and Port Said.
Cargo ex *Kun-sang* subject to rent.

SATURDAY, 12th.

T. K. K. steamer *Nippon Maru* leaves for San Francisco via Shanghai etc.
C. N. Co.'s steamer *Katong* leaves for Cebu and Iloilo.
P. & O. S. N. steamer *Japan* leaves for London.
3 p.m.—The Pollard's Lilliputians Matinee at the Theatre Royal.

SUNDAY, 13th.

Daylight—O. S. K. steamer *Tamsui Maru* leaves for Coast Ports.
MONDAY, 14th.
Auction at H.M.S. Naval Yard.
3 p.m.—Meeting of the Shareholders of the Wanchin Warehouse and Storage Co. Ltd.
5 p.m.—C. N. Co.'s steamer *Diamante* leaves for Manila.

TUESDAY, 15th.

P. & O. S. N. steamer *Shanghai* leaves for Shanghai and Japan.
12.15 p.m.—Extraordinary General Meeting of the "Star" Ferry Company at their Office.

WEDNESDAY, 16th.

O. S. K. steamer *Akashi Maru* leaves for Coast Ports.
Noon—C. P. R. steamer *Empress of China* with mails passengers etc. leaves for Vancouver B.C. via Shanghai.
Noon—Meeting of the Shareholders of the China Provident Loan and Mortgage Co. Ltd. at their office of No. 9 Des Voeux Road.

SHIPPING AND MAIL NEWS.

MAILS DUE.

German (*Hamburg*) 11th inst.
American (*City of Rio de Janeiro*) 14th inst.
American (*Coptic*) 20th inst.
Canadian (*Empress of India*) 20th inst.
American (*America Maru*) 26th pro.

The P. & O. S. N. Co.'s steamer *Shanghai*, left Singapore for this port on the 7th inst., at noon.

The P. & O. S. N. Co.'s steamer *Bayra*, left Singapore for this port to-day, the 9th inst., at 6 a.m.

HONGKONG AND WHAMPOA DOCK RETURNS.

H.M.S. *Sandpiper*..... at Kowloon Dock.
S.M.S. *Hansa*..... " "
U.S.S. *Monadnock*..... " "
Empress of China..... " "
Hutchinson..... " "
Michael Leber..... " "
Fetcho..... " "
Shantung..... " "
Telamokut..... " "
Hingang..... " "
Mogul..... " "
Pira Chin Kiao..... Cosmopolitan
Peking..... " "
Tai Fu..... " "
U.S.S. *Albatross*..... " "
Loyal..... " "
Vienna..... Aberdeen
Skarpus..... " "

PASSED THE CANAL.

Outward—14th December—*Andalusia*, 18th December—*Calcutta*, *Hamburg*, *Mein*, *London*, *Shanghai*, *Den of Ogi*, *Nijit*, *Nagasaki*, *Paknam*, 21st Dec.—*Kawachi*, *Maru*, *Hannover*, *Holsatia*, *Adriatic*, *Alcinor*, *Tamatare*, 28th Dec.—*Laos*, *Moynue*, *Masilin*, *Siberia*, *Pisa*, *Su via*, *Stromboli*, 1st Jan.—*Canton*, *Malacca*, *Bedouin*, *Sachsen*, *Cathay*, *Fallouin Hall*, *Asmora*, 4th Jan.—*Batavia*, *Glengarry*, *Dresden*, *Delegation*, 11th Jan.—*Home*, 1st Jan.—*Awa Maru*, *Ajan*, *Hillgren*, 4th Jan.—*Kong Albert*.

ARRIVALS AT HOME—2nd Jan.—*Agathemnon*, *Anapa*, 5th January—*Anan*, *Hakata Maru*, *Alderney*.

Shipping.

Arrivals.

NINGPO, British steamer, 1,240, Saies, 8th Jan., Chinkiang 3rd Jan., Rice, &c.
Butterfield & Swire.
DISAGNO, Italian steamer, 1,510, D. Maganzino, 8th Jan., Bombay 17th Dec., and Singapore 1st Jan., General—Carlowitz & Co.
HAITAN, British steamer, 1,183, J. S. Roach, 9th Jan., Fochow 6th Jan., Amoy 7th, and Swatow 8th, General—Douglas, Lap-rak & Co.
TAIWAN, British steamer, 1,109, Harder, 9th Jan., Canton 8th Jan., General—Butterfield & Swire.
HAILONG, British steamer, 783, H. Bathurst, 9th Jan., Haiphong and Hoihow 8th Jan., General—Douglas, Lap-rak & Co.
ELSE, German steamer, 903, J. Petersen, 9th Jan., Shanghai 5th January, General—Siemens & Co.
SILESIA, German steamer, 3,138, E. Bahle, 9th Jan., Singapore 3rd Jan., General—Siemens & Co.

DEPARTURES.

Dec. 30, *Kwaiyang*, Amoy, 1st Jan., B. & N.
31, *Sichuan*, Amoy, 1st Jan., B. & N.
31, *Shantung*, Amoy, 1st Jan., B. & N.
31, *Shantung*, Amoy, 1st Jan., B. & N.
31, *Shantung*, Amoy, 1st Jan., B. & N.
31, *Shantung*, Amoy, 1st Jan., B. & N.
31, *Shantung*, Amoy, 1st Jan., B. & N.
31, *Shantung*, Amoy, 1st Jan., B. & N.
31, *Shantung*, Amoy, 1st Jan., B. & N.
31, *Shantung*, Amoy, 1st Jan., B. & N.

DEPARTURES.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 11th Jan., at Daylight.
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 18th Jan., at Noon.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 18th Jan., at Daylight.
IOZUMI MARU	KOBE (DIRECT)	WEDNESDAY, 23rd Jan., at Noon.
WAKASA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 25th Jan., at Daylight.
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th Jan., at 4 P.M.
HIROSHIMA MARU	MOI, KOBE and YOKOHAMA	WEDNESDAY, 30th Jan., at Noon.
BINGO MARU	KOBE and YOKOHAMA	MONDAY, 18th Feb., at Daylight.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Agent.

Hongkong, 9th January, 1901.

HAMBURG-AMERIKA LINE.

(Freight Service).

NORDDEUTSCHER LLOYD.

(Freight Service).

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NORDBERNEY	MARSEILLES, HAVRE & HAMBURG (LONDON with transshipment in HAMBURG)	22nd Jan., at Noon.
SAMBA	HAVRE & HAMBURG (LONDON with transshipment in HAMBURG)	22nd Jan., at Noon.
SILESIA	HAVRE & HAMBURG (LONDON with transshipment in HAMBURG)	22nd Jan., at Noon.
SIHRIA	HAVRE & HAMBURG (LONDON with transshipment in HAMBURG)	22nd Jan., at Noon.
SIHRIA	HAVRE & HAMBURG (LONDON with transshipment in HAMBURG)	22nd Jan., at Noon.
SIHRIA	HAVRE & HAMBURG (LONDON with transshipment in HAMBURG)	22nd Jan., at Noon.
SIHRIA	HAVRE & HAMBURG (LONDON with transshipment in HAMBURG)	22nd Jan., at Noon.
SIHRIA	HAVRE & HAMBURG (LONDON with transshipment in HAMBURG)	22nd Jan., at Noon.
SIHRIA	HAVRE & HAMBURG (LONDON with transshipment in HAMBURG)	22nd Jan., at Noon.
SIHRIA	HAVRE & HAMBURG (LONDON with transshipment in HAMBURG)	22nd Jan., at Noon.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents, HAMBURG-AMERIKA LINE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NIPPON MARU	Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Saturday, 12th Jan., 1901, at Noon.
AMERICA MARU	Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Thursday, 7th Feb., 1901, at Noon.
HONGKONG MARU	Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Saturday, 2nd Mar., 1901, at Noon.

THE Twin Screw Steamship

"NIPPON MARU."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th January, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

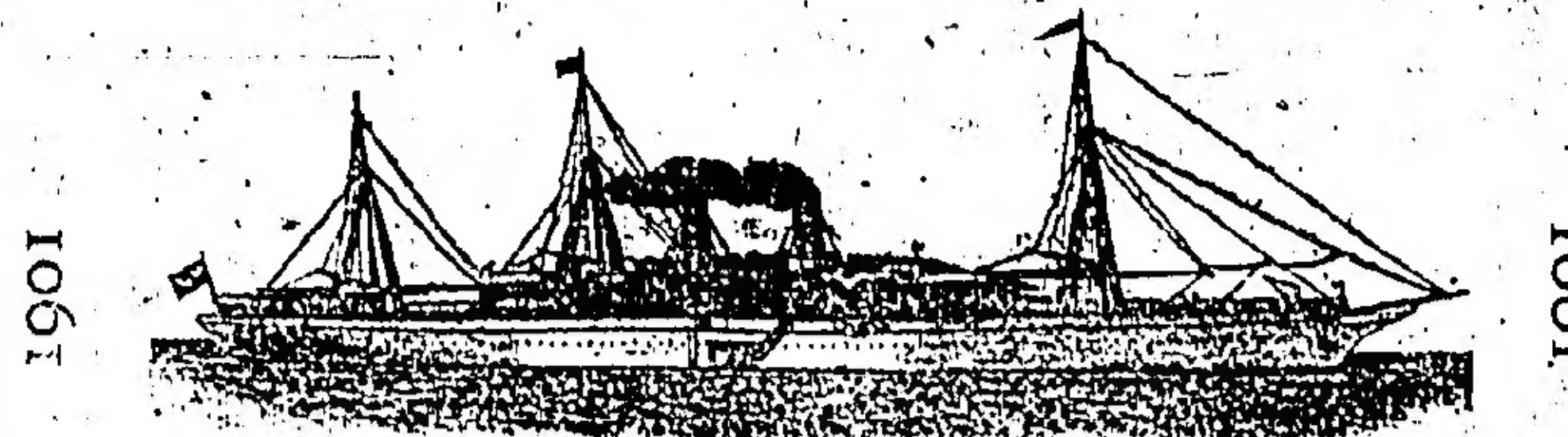
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 28th December, 1900.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 16th January.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 13th February.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. ...WEDNESDAY, 15th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Fielder's Street.

Hongkong, 19th December, 1900.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"CHUSAN."

Captain C. L. Daniel, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 19th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 8th January, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE; VIA THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 29th January, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 23rd Feb., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 19th March, at Noon.

THE Company's Steamship

"COPTIC."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th January, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captains. Proposed Sailings.

Goodwin 4,421 A. Jackson Jan. 18

Olympia 2,537 J. Truebridge Feb. 1

Tacoma 2,811 A. Dixon Mar. 1

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYE and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 2nd January, 1901.

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO.

INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA.

THE Steamship

"ADATO."

2,145 tons. Captain J. McIntyre.

This Steamship will be despatched on TUESDAY, the 15th January, for PORTLAND (OR.) via MOI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Underwriter until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further Information as to Freight rates, &c., apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 27th December, 1900.

SAILING VESSEL.

FOR NEW YORK.

THE 3/4 L. II British Bark,

"R. MORROW."

Captain Douglas, having arrived, is now loading here for the above Port and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 14th December, 1900.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON	RHIFUS	Day	22nd January.
"	ALCINOUS	"	5th February.
LIVERPOOL	ACHILLES	Brown	About 18th January.
(Taking Cargo at LONDON RATES)			
(Taking Cargo at LONDON RATES)			

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 8th January, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 11th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 7th January, 1901.

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE."

Captain Coull, will be despatched for the above Port, on FRIDAY, the 11th instant.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 8th January, 1901.

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Company's Steamship

"BENVENUE."

will be despatched as above on FRIDAY, the 11th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th January, 1901.

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEIBU AND ILOILO.

THE Company's Steamship

"KAIFONG."

Captain Pennefather, will be despatched as above on SATURDAY, the 12th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th January, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU."

Captain K. Hasegawa, will be despatched for the above Ports, on SUNDAY, the 13th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 7th January, 1901.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG."

of the HAMBURG-AMERIKA LINE.

Captain K. Krich, due here with the outward German Mail about the 11th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 7th January, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOH VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU."

Captain K. Suzuki, will be despatched for the above Port, on WEDNESDAY, the 16th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd January, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE."

Captain McArthur, will be despatched as above on THURSDAY, the 31st instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

* This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

* Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 7th January, 1901.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

A BIT OF GOOD ADVICE.

The *Tung Wah Pao* has a rather amusing article, urging that it would be exceedingly imprudent for the Empress Dowager to return to Peking. The writer is probably actuated by a desire to see the Emperor entirely freed from her restraint rather than by fear for the old lady's safety, but this of course is not allowed to appear upon the surface. By the wording of the recently accepted peace terms, we are told, it seems that Peking is still regarded as the capital by all concerned; but it does not yet appear whether the Emperor means to return alone to that city or to escort the chariot of the revered Empress. Our author holds that the latter course would be most unwise, and gives some good reasons for his belief. One of them is that when Count von Waldersee first met with Li Hung-chang he lost no time in announcing that he had received from the German Emperor instructions to treat Kuangshu on his return with all the honours due to his Imperial dignity, but he did not mention having received any such orders with regard to the Empress Dowager. This is in itself significant, and when taken in connection with certain phases of the conduct of the Allies in Peking it becomes doubly so. The fact is pointed out that when the troops entered the city the Iho Park was at once selected as a favourite looting ground, and not an article of clothing nor an object of value was left in the place; whereas the palace itself remained untouched and was scrupulously guarded by foreign troops. When von Waldersee arrived he took up his abode in the I-twan Tien, the private apartments of the Dowager Empress, but no such liberty has been taken with that part of the palace, sacred to the Emperor himself. All this shows clearly enough the feeling of the Allied Powers towards Tsai-hsi.

Apart from these clear indications it is also noted that the preamble to the twelve conditions of peace directly states that the Boxers and Imperial troops acted in concert against the Legations in obedience to direct orders from within the palace, and this too is taken as proving that friendly relations between the Empress Dowager and the foreign authorities are for ever impossible. The writer therefore concludes that Her Imperial Majesty has but to choose the lesser of two evils, and that it needs no exceptional wisdom to perceive that this will be residence in Shensi, undesirable as that may be, rather than a return to her desolated quarters in Peking and the easy grasp of her enemies—*Mercury*.

NORTHERN NOTES.

We clip the following from the *Peking and Tientsin Times* of 22nd ultimo:—

FIND OF RIFLES.

A number of rifles have been found this week among the debris of the American Board preaching place.

ARMS VIA TURKISTAN.

Arms and ammunition are reported to be reaching the Chinese via Turkistan, and have arrived at Lanchow, Kansuh.

ROBBERY WITH VIOLENCE.

In Peking, Chinese dressed as foreigners have begun to indulge in robbery with violence, and recently they succeeded in getting over the 300 from a shop.

THE TSUNG LI YAMEN.

The *Chih Pao* states the Powers have demanded the abolition of the Tsung Li Yamen, and the formation of a Foreign Affairs Bureau with a President and foreign representatives as members, in its place.

THE SHENSI PALACES.

According to native report the sum of Tls. 300,000 has been voted for the repair of the Shensi Palaces, and Wang Wen-shao has been appointed to superintend the work.

A JAPANESE SCHOOL.

The *Chih Pao* states the Japanese have established a school for Chinese boys in their concession, and they give the scholars a reward of 30 large cash if they will attend and study.

TUNG FU-SHEN.

Tung Fu-shen is reported to be still in a very strong position and to have the Court in his power, and it is difficult to see under such circumstances how any progress can be made with the negotiation.

MR. G. A. DURST.

Mr. Geo. A. Durst the American Post Master at Tongku, has taken up his winter quarters at Shang-hai-kuan to superintend the arrival and departure of U. S. mail matter there.

A BOXER SECRETARY.

We learn that one of Prince Ching's secretaries is a man named Na Tung, who was a prominent Boxer leader. It promises well for the progress of Peace Negotiations if this man has the handling of official correspondence.

THE SICK AND WOUNDED.

An effort is being made to show the men of various nationalities in hospital that they are not forgotten at the festive season, but the presence of so many troops naturally precludes the achievement of great things.

THREATENED DISTURBANCES.

Rumours are current that the soldiers from Pei-tung Forts transformed themselves into villagers instead of running away, and buried their arms, with the result that they are now gradually evolving into warriors again and threatening disturbance.

THE WILY LL.

Li Hung-chang has been decidedly less in favour at Court since the punishment of the Pao-fing officials as he guaranteed that the Powers would do nothing but rescue the missionaries from that city, and he consequently lost face when the officials were seized and the city occupied.

A WISE PRECAUTION.

We are glad to see that Major General Lorne Campbell issued the following notice this week: "After the 18th December, 1900, and till further notice, no Chinaman will be allowed in the streets of the British Concession, Extra Concession and American Concession after 9 o'clock at night. The only exception to this is in the case of ricksha coolies when the ricksha is actually occupied by a foreigner. This order will be strictly enforced by the police, who will arrest any offender against it."

Chi-shiu, vice-President of the Tsungli Yamen, who was arrested in Peking by the Japanese, and having obtained leave to "go and bury his mother," was stated to have availed himself of the opportunity to commit suicide, and is now dead. It appears that the first use he made of his leave was to visit Prince Ching, who heartily congratulated him on his good fortune. Chi-shiu did not see the joke at first, and questioned why he his good luck came in. Prince Ching reminded him that as a prominent Boxer supporter he was a marked man, and referred to the fate that had befallen the Pao-fing officials, and added that now he had the opportunity to hand his name down to posterity by committing suicide. Chi-shiu thanked him for the festive suggestion and promised to act upon it, which he did in his own way. Having rather strong views as to the relative values of posthumous honour and life, he reported himself dead, and now serenely dances a fandango in the privacy of some remote hiding place, while the Japanese are probably revising their regulations with regard to the departed relatives of Chinese prisoners.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Anable, H. D.
Adams, A. H.
Aloes, J. W.
Austin, T. P.
Akeles, G. J.
Anderson, H.
Adams, J.
Ath, G. P. D.
Allison, W. R.
Ahmann, H. X.
Anderson, J.
Albert, H.
Alexander, R.
Allender, Dr.
Bowie, A. M.
Bell, T. A.
Barnes Coy.
Bush, D. F.
Beddell, L. S.
Boyd & Co.
Bryan, R.
Boad, W.
Bun Heung
Blomfield
Barry, Capt. J.
Bohn, O.
Baillie, J. J.
Barber, T.
Bailes
Barclay, Mrs. T.
Brander, W.
Boad, S.
Beyson, A.
Bietemich
Chun, W. Fook
Chung King
Cambell, Mr. M.
Craig, Lieut. T.
Coats
Champion, J. F.
Counsell, W. G.
Cockburn, H.
Cowden, H. S.
Collard, J. B.
Cassallond, D.
Calisen, F. V.
Nicholson, F.
Collins, R. A.
Carlyle, E. T. M.
Chan L. Feng
Carr, B. L.
Creggie, J. R.
Cox, Mr.
Chisholm, G. P.
Cambell, W. G.
Cardova, Mrs. F. M.
Cotton, Dr. A.
Cambell, J.
Cooper, F. C.
Cops, Mrs. J. H.
Cora, A. M.
Chever, W. G.
Clark, Mrs. F. R.
Cocksedge, J. H.
Dittrich, A.
Driess, Capt.
Dade, Mrs.
Davidson
Dupignac
Draper, W.
Drewitz, H.
Daudon
Dawson, Mrs. P.
Devonport, Dr.
Durist
Entrican, Capt. J.
Errol, Mrs. H.
Evans, J. H.
Emmelen, M.
Ellis, Mrs. F.
Feimberg, S. R.
Funge, U. W.
Fowell, P.
Fernandes, V. F.
Fawcett, C. M.
Furber, R. S.
Fung Kee
Geiss, H.
Gordon, J. C.
Gutt, A. H.
Gilluly, A. M.
Gleeson, R.
Gordon, J. N.
Gradzicki
Gillis, Mrs. G.
Gedally
Gquire, J. L.
Richardson, J.
Girling, G. R.
Gillispie, J.
Grinstein, Mrs. E.
Glasen
Girling, A.
Gulicom, Mrs. S. C.
Cuttrude
Geasy, B.
Hall, W. G.
Hunter, C. G. W.
Hunpaway, J.
Hongkong Amateur
Philo
Hughes, C. H.
Hearder, E. H.
Hawkmatria
Houston, Miss R.
Hermah, G.
Hookway, Miss E.
Harding, C. L.
Hakney, W.
Harr, F. J.
Hansen, C.
Irving, T.
Johnston, J. W.
Joag Gee
Jackson, Capt.
Joseph
Jones, C. H. B.
Kolla, Capt.
Knight, Mrs. H.
Kraft, B.
Kennedy, R. J.
Kennedy, R. P.
Kirkwood, A. T.
Kirkwood, M.
Klamberg
Kahnunsky, S.
Lyons, E.
Lauro, C. W.
Lewis, H. S.
Leitas, F.
Little & Co., D.
Lyons, J.
Lyall, Hill
Leaton, Mrs.
Lowe, S. S.
Leshan, R. J.
Lambton, Mrs.
Lopez, Miss E.
Luc
Lange, W.
Luidakong, M.
Lynch, G.
Lyon, C. H.
Lenny, C.
Lambert, W. S.
Liselt, A.

List of Registered Covers in Poste Restante.

Andersen, Capt. H.
F. A.
Attias, T. S.
Ackermann & Co., R.
Aboune, S. A.
Adam, Miss
Aziz Khan, Lapie
Abdul Khan
Anthony

Abdul Rahman
Alday Khan
Arjun Singh
Avalatani, G. N.
Afzal Khan, (2)
Butchen Singh
Bagoo
Bagat Singh
Buckle
Brandt, C.
Bakan Singh
Bhagwan Singh (4)
Baksh Singh
Bishen Singh
Brown, C.
Brandt, C.
Bauer, E.
Brown, I.
Budha Khan (2)
Bull, P. Galva
Carrington, J. C.
Cadieux, Miss J.
Cotewall, H. R.
Connell, J. J.
Chandi Singh
Coy, C.
Cooper, A. J.
Crisp, Mrs.
Carum Baksh, (Un-
balla)
Commander in Chief.
Calcutta Turf Club.
Caine Road No. 29
Chaudar Pal Singh
Counsell, W. G.
Dandenber, E.
Davies, D.
Eldred, Mrs.
Etiene, Gallio
Elesha, J.
Evans, Capt. C. H.
Eskel
Earle, Miss S.
Frankel, H.
Filiberto, V.
Fritz Gerald, H. C.
Falkenick, S. (2)
Falkel, W.
Flores, J. S.
Fox, P. (2)
Foster, Mrs. A.
Goldenberg, B.
Geoghegan, N. M.
Guria, M.
Giese, A.
Gosselin, Comm.
Ghulam Rasool
Hazam Singh
Hicks, Col. Chas. B.
Harmston, Mrs. Geo.
Hooker, Mrs. O.
Harman Singh
Heinze, H.
Hira Singh
Hooper, Mrs. A. F.
Hinton, R. S.
Hakam Din
Hawan Singh
Hoamei (2)
Hollister, G. K.
Hinda Singh
Ibrahim Khan

List of Registered Covers for Merchant Ships.

S.S. Adala J. C. Renfrew.
"Amigo" K. Morgan.
"Bullerphos" Capt. J. H. Svendsen. (2)
"Brand" Capt. J. H. Svendsen.
Ship Buteshire P. M. Clay.
"Buteshire" C. Thomson.
S.S. Carthage M. L. Miguon.
"Calchas" H. C. Bensley.
"Calchas" Mr. Carefull.
"Changsha" Capt. Tom Moore.
"Dardanus" J. Henderson.
"Declina" D. Bohlman.
S.M.S. Gefjun Rollmann.
S.S. Glasgow B. Donato, A. B.
"Glasgow" Mr. Clementia.
"Hutchings" E. F. Gibson.
"Kirkfield" G. Dubren.
"Londiana" Shaik Nazer.
"Menelais" J. Ambrose (6).
"Miles" A. Hansen (2).
"Minto" Abdool Karim Ebrahim.
"Munche" W. Rummel.
Ship Nevada Capt. D. Steven.
S.S. Norwood S. Takako.
S.S. Penarth Captain.
"Shantung" Capt. Quail.
"Shantung" Capt. Imblemund.
"Sargat" Capt. Hall.
Ship Sierra Estrella S. Cruston.
S.S. Sydney A. Lagrange.
"Taiyuan" W. Pugh.
"Ulysses" H. Weldon. (2).
"Ulla" M. England.
"Vienna" C. McLay.
"Wongkol" C. Schütz.

Entertainment.

HONGKONG AMATEUR DRAMATIC CLUB.

THE following are the Dates fixed for the PERFORMANCES of "HIS EXCELLENCY"

MONDAY 11th February, 1901.
TUESDAY 12th " "
THURSDAY 14th " "
SATURDAY 16th " "
THURSDAY 21st " "
SATURDAY 23rd " "
A further announcement regarding dates for Booking will be made later.
Hongkong, 22nd December, 1900. [1506b]

Intimations.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Store from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE,
Hongkong, 27th April, 1900. [134]

DENTISTRY.

SUI SANG.
(Lately Practising with Dr. I. SAKATA).
DENTIST.
No. 4, QUEEN'S ROAD CENTRAL.
Hongkong, 3rd January, 1901. [16c]

DENTISTRY.

A. AMERICAN SYSTEM, WONG HO-WI.
SURG. DENTIST.
TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. [18c]

SIEN TING.
SURGEON DENTIST.
No. 14, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1900. [19]

Intimations.

ROBINSON PIANO CO., LIMITED.
HONGKONG, SHANGHAI, SINGAPORE.

MANUFACTURERS OF IRON-FRAMED PIANOS.

\$215, \$290, \$345, \$400.

HAAKE, METZLER, WERNER.

WE personally searched Germany and England thoroughly and found nothing to come near these. They are altogether unequalled in the Colony. Please see them before buying.

Others by COLLARD, BRINSMEAD, RAGHALLS.

HIRE PAYMENT SYSTEM, if required. [26]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

Agencies:—

Mitsui Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshimoto Coal Mines.
Oimura Coal Mines.
No. 1, Ohtsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Mamouira Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tulic Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kaneaguchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Mitsui Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BUSSAN KAISHA.
M. FUJISE,
Manager.
Hongkong, 11th December, 1900. [23]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 6th March, 1901. [27]

NEW GOODS.

PLENTY IN HAND.

D. NOMA,
No. 12, Beaconsfield Avenue,
Opposite the City Hall.
Hongkong, 30th April, 1900. [41]

ALWAYS TO BE HAD, XMAS CAKES.

I HAVE just started making FRESH XMAS CAKES, under my personal supervision. The Butter used is pure Australian, and the other ingredients all fresh and best. The first trial is enough to convince of their superiority.

Coast Fort Orders will be promptly attended to.

H. RUTTONJEE,
5, D'AGUILAR STREET and
21 & 22, ELGIN ROAD, KOWLOON.
Hongkong, 20th November, 1900. [34]

KANANGA OF JAPAN (REGISTERED) RIGAUD and Co. PARIS.

Kananga Water is the most delightful Toilet Water. It renders the skin firm, relieves morbidities, and imparts a delicate fragrance and feeling of comfort and freshness.

New Preparations in Perfumery

RIGAUD'S KANANGA EXTRACT
RIGAUD'S WHITE ROSE
RIGAUD'S MELATI EXTRACT
RIGAUD'S IKORA D'AFRIQUE EXTRACT
RIGAUD'S LILY OF THE VALLEY EXTRACT
RIGAUD'S YLANGYLANG EXTRACT
RIGAUD'S BANTAM EXTRACT
RIGAUD'S JASMINE & CHAMPAIGN EXTRACT
RIGAUD'S YVONNE, O. PARIS

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAUPTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [38]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [44]

NOW READY.

AN ACCOUNT OF THE RECEPTION OF H.M.S. "TERRIBLE," IN HONG KONG AND THE FESTIVITIES CONNECTED THEREWITH, WITH A WOODCUT OF THE "TERRIBLE."

To be obtained at the Office of This Paper PRICE 30 CENTS.

As only a limited number have been printed intending purchasers should send their Orders early, for the issue of this interesting souvenir will soon be exhausted.
Hongkong, 1st June, 1900.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for CLEMENT'S WHEELS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the BEST.

40, QUEEN'S ROAD, Watson's Building.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES. Nos. 54 & 56, Queen's Road Central. [12]

"FOR THE BLOOD IS THE LIFE."

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORE

IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising. For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sores of all kinds, it is a never-failing and permanent Cure. It cures Sores on the Neck, Cures Sore Legs, Cures Blackheads or Pimples on the Face, Cures Scoury, Cures Eruptions on the Face, Cures Blood and Skin Diseases, Cures Glanular Swellings, Clears the Blood, and Purifies the Matter from whatever cause arising. It is a real specific for Gout and Rheumatic pains. It prevents the cause from the Blood and Bones. As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietor solicits sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles at 1s. each, and in cases containing six times the quantity, sufficient to effect a permanent cure in the greatest majority of long-standing cases. BY ALL CHEMISTS, PATENT MEDICINE VENDORS throughout the world. Proprietors, The Lincoln and Midland Counties Dispensary Company, Lincoln, England. Trade Mark—Blood Mixture.

CLARKE'S BLOOD MIXTURE.

CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes passed off as the genuine. The words "Lincoln and Midland Counties Dispensary Company, Lincoln, England" are engraved on the Government Stamp and Glass of each Bottle. Beware of cheap imitations. The words "Without which none are genuine" are also on the label.

NOTICE.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Yachts during their stay in Hongkong Harbours.

R. MORROW, Brit. Bark, Douglas, Anahol, Karberg & Co.

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to W. STUART HARRISON, Manager.

Hongkong, 15th December, 1900. [49]

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Com. modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTISED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.

Hongkong, 22nd September 1898. [40]

NOW READY.

A PAMPHLET ON SOME SERIOUS LOCAL PROBLEMS A FEW SUGGESTIONS FOR DEALING WITH THEM. BEING A LECTURE DELIVERED BEFORE THE ODD VOLUMES SOCIETY BY MR. H. E. POLLOCK, Barrister-at-Law.

To be obtained at the Office of This Paper. PRICE 50 CENTS.

Hongkong, 1st June, 1900.

THE NEW FRENCH REMEDY. THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system; through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [10]

